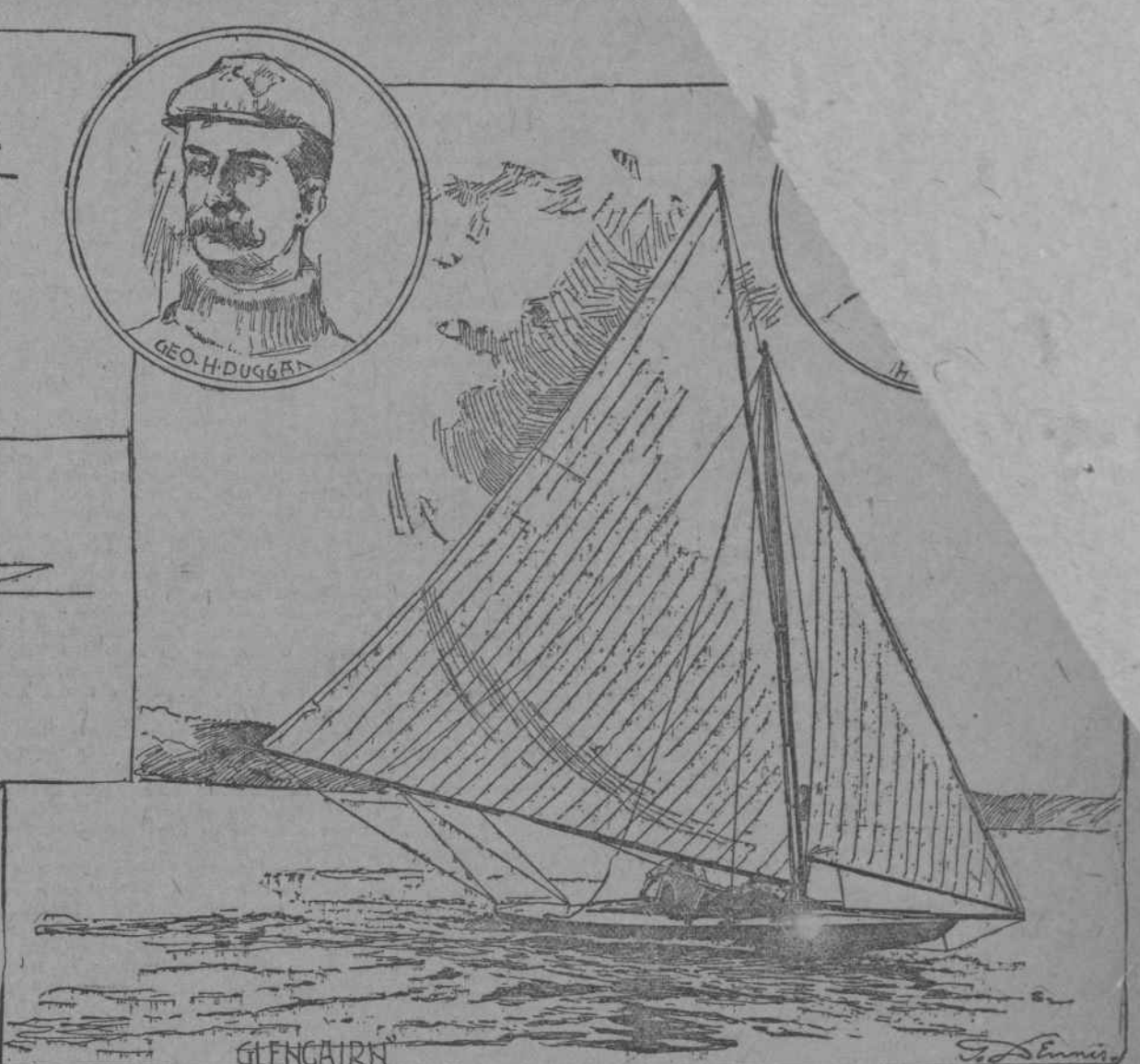
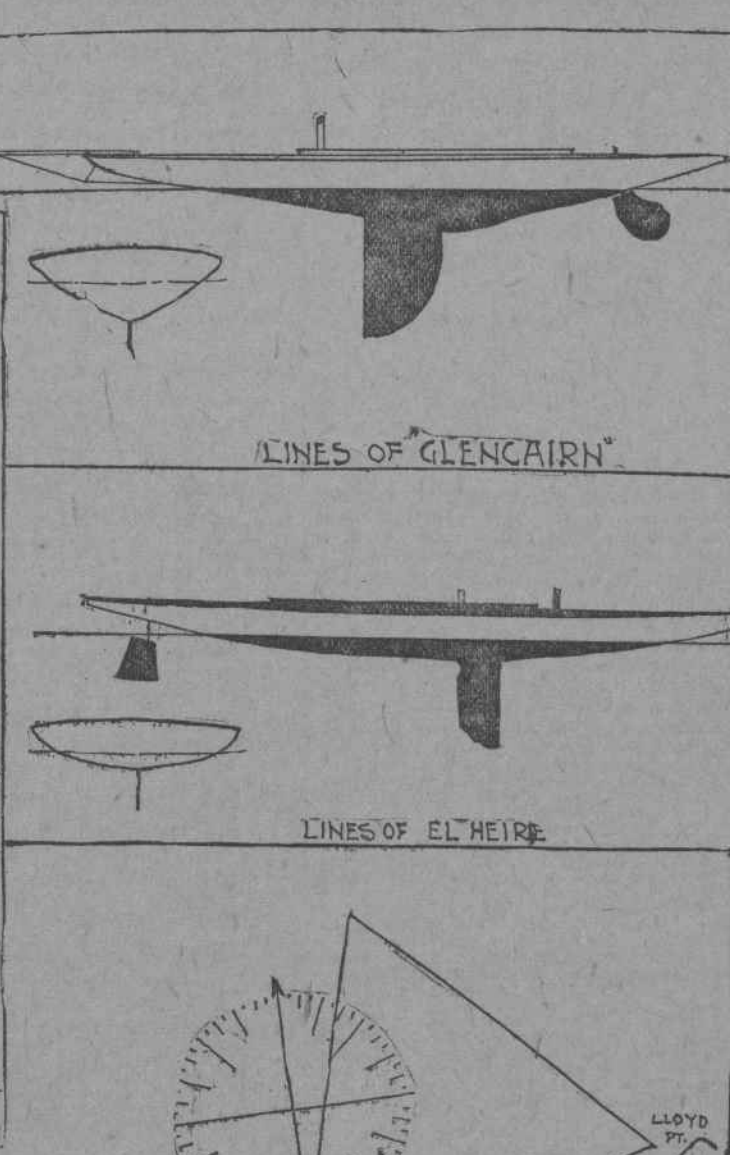
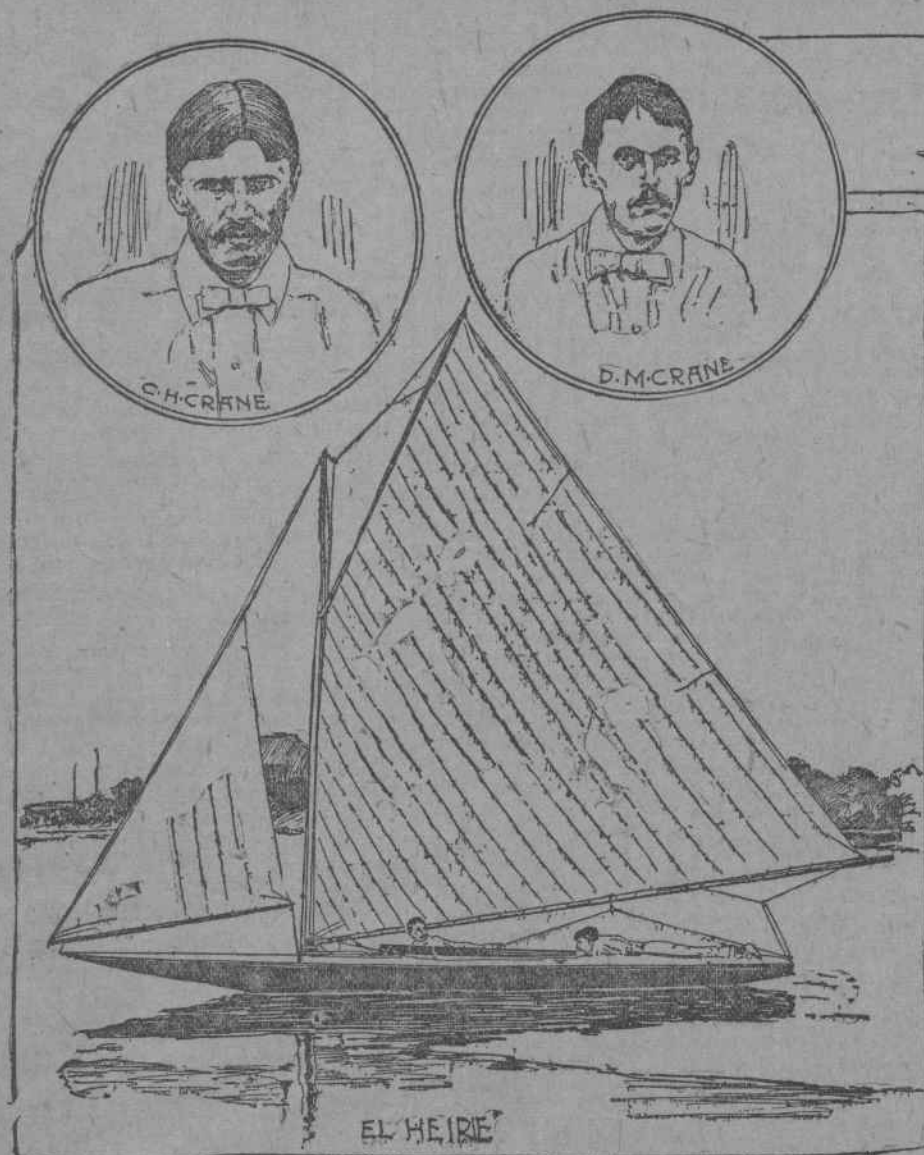


THE INTERNATIONAL BATTLE OF THE HALF-RATE



To-morrow will inaugurate the second season's competitions between the illipian yachts known as half-raters for the Seawanhaka-Corinthian international challenge trophy. These races, which will be the only international yachting contests in which Eastern boats are represented, are attracting a great deal of attention among yachtsmen hereabouts and throughout Canada, and the contesting boats are recognized by all devotees of the sport as representatives of their respective countries.

Another interesting feature is the fact that each yacht will be sailed by her designer. The little yachts have been selected only after a series of competitions in which they have proved themselves the best in all around sailing. In these trials the Canadian craft Glencairn met seven competitors in the trial races, while El Heire, her American opponent, has defeated fifteen symphonies in polished wood and snowy canvas for the honor of defending the coveted trophy.

By agreement between the challenger, Defender, and the Race Committee of the Seawanhaka-Corinthian Club the number of races has been limited to five, and the prize will be awarded to the boat winning three of them (not necessarily consecutively). A cup will also be given as a memorial trophy to the winning yacht.

The courses will be off the entrance to Oyster Bay, the starting line being between the black spar buoy known as the Centre Island buoy, and the club steamer Dunderberg. The course will be six nautical miles in length, sailed over twice,

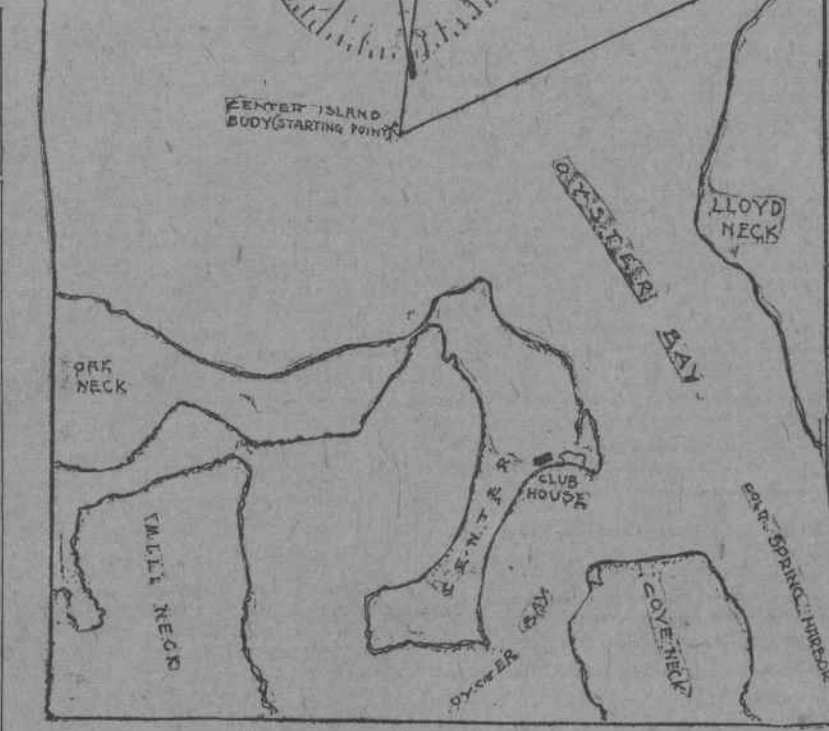
making a total distance of twelve nautical miles. The course to-morrow will be a triangular one, two miles to a leg, while that of Tuesday will be to windward or leeward and return.

The start will be made as near noon as practicable, and will be a one-run start with a five minutes' preparatory signal, and unless the race is sailed within a time limit of five hours the contest will be decided "no race" and will be ordered resailed, and in event of any postponement being necessary the postponed race will be sailed, if possible, on the day following.

The Canadian yacht arrived at Oyster Bay on July 6, and early the next morning she was placed in the water. The work of fitting her was soon completed and her Corinthian skipper took her out for her initial spin in United States waters.

Her sail plan is larger than that on any of the American half-raters, and when she was officially measured by the veteran measurer of the Seawanhaka Club it was found that she figured 23 feet 6 inches over all, 12 feet 6 inches on the water line, 6 feet 3 inches beam draft with board up, 5 1/2 inches, with board down 5 feet, and had sail area of 300 square feet. Her canvas is very light in quality, and she is essentially a boat built and sparred for the lightest kind of weather, under which circumstances alone does she appear as a dangerous rival for the American craft.

Her hull above the waterline is very nearly the counterpart of Paul Butler's Vesper, which was one of the contestants in the trial races and was defeated by El



Heire. Her entrance is carried well aft. She has more freeboard than her American rival. She was designed by George H. Duggan, who sails her with mastery

skill, and was built by Hodson & Co., of Toronto, a firm of boat builders almost as representative of Canada as Herreshoff has been in the United States.

She was built for James Ross, commodore of the Royal St. Lawrence Yacht Club, and F. P. Shearwood, measurer of the same club. The latter will sail with Mr. Duggan as crew.

Mr. Duggan said to the representative of the Journal: "I believe Glencairn is the best half-rater that could be selected, and we naturally think we have an even chance of winning. She is a better boat in light weather comparatively than when it blows, but she has not had much of a trial in heavy weather as yet, so we cannot tell really what she can do under those conditions. Mr. Shearwood and I have been over the course in a launch, and I like it. It is good, deep water, and will be a fair test of the boats."

When asked why he had designed a light weather craft, he said: "She is as seaworthy as any of the little fellows, and I also believe that the prevailing winds on your Long Island Sound during the month of July are light."

Mr. Duggan appears to be a thoroughly well informed yachtsman and handles his craft, in whose ability he is a firm believer, like a veteran. In appearance he is somewhat below the medium height, and wears a dark mustache and a hair pipe, in addition to a bicycle costume and rubber-soled racing shoes.

He has designed several racing yachts during the past five years, all of which have shown speed.

El Heire, the tiny craft which will defend the cup as the representative of the United States and incidentally the Sea-

wanhaka-Corinthian Yacht Club, of which her skipper has been elected a member, was designed by C. H. Crane, of this city, who, with his younger brother, D. M. Crane, as crew, will pilot her in the races.

El Heire's floor is almost flat and about two feet wide. It curves upward to a round bilge, which is carried fore and aft in a symmetrical sweeping curve from the stem to the transom stern. Her floor runs well forward into a sharp shovel-nose bow, with a long forward overhang. There is little stern to her deck, which has a rather well defined crown.

She is fitted with a manganese bronze dagger board and a spade-shaped balanced rudder, also of manganese bronze, and has a complete suit of silk sails.

El Heire's official measurement, which was computed about a week ago, gives her a racing length of 14.93 feet, against 14.90 for the Canadian boat. El Heire is a double skin boat, the outer planking being of mahogany, with a deck of white pine. She has a solid mast, but her boom and goff are hollow. The jib, which is set flying, is laced to a boom at the foot.

C. H. Crane, her youthful sailing master and designer, was graduated from Harvard College, and, although claiming New York City as his residence, is an employee of the Cramps Ship Building Company, of Philadelphia. He is a close student of his chosen vocation—that of a naval architect and expert in marine engineering.

El Heire is the second boat that he has designed. The first, however, was not a

racer, but was constructed as a knockabout in Boston Harbor. She is called Elia and is about the same size as El Heire, and he and his brother have sailed her in several races.

Mr. Crane began work on the design of El Heire in September last, and she was launched about a week before the first trial race for the selection of a defender. His younger brother, D. M. Crane, who is associated with him in the ownership of the tiny craft, is a graduate of the Massachusetts Institute of Technology, and the brothers get every inch of speed out of their handsome boat. One of her novel features is that when her centreboard is raised it projects about five inches below her underbody, which practically gives her a keel for a distance of nearly five feet.

El Heire is a particularly able boat in a breeze, and if Old Boreas is very wide awake there is small doubt but that the cup will remain for another season, while if only a gentle zephyr propels the yacht the Canadian will be able to give an excellent account of herself. No that she will have a walkover, for, in addition to her other qualities, El Heire is a fast drifter, and one is inclined to agree with her captain when he says: "We really don't need any wind; we just hypnotize her and she travels along without it."

The club has made elaborate preparations to bring a number of yachting enthusiasts to the clubhouse, and exciting contests are confidently expected.

STANBURY AND HARDING READY TO ROW.

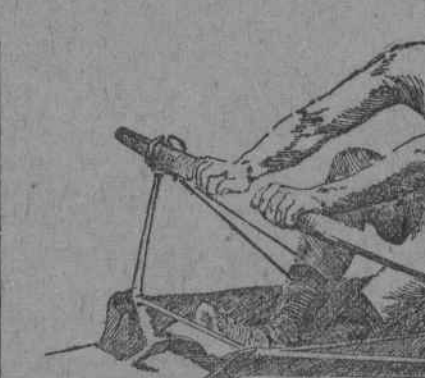
Amateur and professional oarsmen the world over are taking a lively interest in the sculling race which will be contested to-morrow in England over the Thames championship course, between Charles R. (commonly known as "Wag") Harding, of London, and James Stanbury, of Victoria, New South Wales. In addition to the world's sculling championship, the race carries with it the Sportsman Challenge Cup, valued at \$3,500, and a stake of \$5,000.

Both men have been in active training since the articles were signed last April, and the amount of "future" betting that has taken place at the leading bookmakers' clubs points to the importance of the event.



Harding is a phenomenal sculler, and probably the best one ever seen in the Thames since Renforth. He is both scientific and strong, rowing with great speed and forcing his thirty-one-foot cedar shell along easily and gracefully without straining himself. He pulls a long, sweeping stroke, uses the sliding seat to perfection and steers just as well as if a coxswain sat in the bow. His victories over George Bueber and Thomas Sullivan stamped him as a sculler of remarkable prowess; in fact, "Wag" has never yet been defeated since he first succeeded to the championship.

Harding's speed and staying powers in a shell are amazing. He is not a very big man, nor even a powerful one, although exceptionally well developed, not only where an oarsman always wants it—in the loins—but in the exertion muscles of the legs. He sets his feet against the stretcher and



Stanbury is an exceptionally fast oarsman up to three miles, and it remains to be seen if he can hold his own with Harding over the gruelling course of four miles and three hundred yards, from Putney to Mortlake, the same course over which is rowed the Oxford and Cambridge race.

Latest advices from England do not show Stanbury to be in the best possible trim. He has always proved rather difficult to train, for he is the unwilling possessor of a "liver," and, in addition to this, he has suffered during his stay in the mother country from internal fatness.

This will be Stanbury's first race within three years, all others in the Southern Hemisphere having declined the issue with the speedy Colonial.

Pointers for Wheelmen.

"Cycle racing," said he, as he sat with a group of two-wheeled bumpers on the roadhouse piazza, "isn't any part of the sport at all. It cuts no ice; it never will become really popular. Now, what does a man like me care about speed and all that sort of thing?" "That's all right," rejoined the splendidly shanked little fellow on his left, who sat with his cap cocked over his left ear. "It's all very well for a fellow like you, that can't ride a mile in five minutes, and is hardly able to keep up with a funeral procession. If I were—"

"Who can't ride a mile in five minutes? Why, you lubbering wobbler, I can do you at any distance, from a furlong to twenty miles. I'll have a crack at you right now, down to the island and back, for \$10."

He was so dead in earnest that he wondered what they were all laughing at, and didn't understand fully until the water handed him a big check.

Where does the urchin get the fearfully and wonderfully constructed bone shaker that he trundles out on the paths and boulevards? Machines such as were never known to be on sale or listed in a catalogue are picked up by him somewhere, and their solid tires cut big ruts in the soft pavement, while the clank of their chains and the squeak of their pedals strike dismay to all who dread his contact. They cannot all be discarded inventions that wrecked the hopes of ambitious mechanics.

Were you caught in the showers of the last few days? Three minutes on a dirt road under such circumstances will do a wheel more harm than six months of ordinary riding. Part of the mischief may be overcome by quick remedies. The chain, sprockets, hubs and spokes demand instant attention. Just as soon as the wheel is under cover the running parts should be carefully wiped out with a dry brush and a woollen rag. Then a coating of vasoline or of one of the thin lubricating compounds that are popular should be applied with a fat bristle paint brush.

Go over the nickel work of the handle bars, saddle post and pedal cranks with a dry rag, applying a thin coat of the oil. After running all of the movable parts for a while to prevent dampness settling in joints and to work the grease into them, set the bicycle in a dry room, where, in fact, it should always be stored.

Again, in 1895, only one man—Neel—is a newcomer, '94's accession—Parker—making way for him. 1. Hovey; 2. Larned; 3. Chase; 4. Howland; 5. Wrenn; 6. Neel; 7. Hobart; 8. Stevens; 9. Foote; 10. Budlong. Six of the 1892 and nine of the 1893 list still remain, showing a remarkably stagnant state of affairs, only two players—Howland and Neel—having attained high positions since 1892.

This season, however, promises marked changes, both by reason of the large crop of promising young players and the absence and withdrawal of a number of the old men. Larned and Foote are in Europe, and in all probability will not return in time to play in this country. Howland will not enter a tournament. Chase is going into business, and says that he will not

HOBART'S TENNIS GOSSIP.

The honor of having his name included in the official ranking of the first ten players of the year has long been the dream and ambition of every young tennis expert. Why the honor list has been limited to just ten names is not known, but, although for the last two years the official classification has been made on the English system, with forty to sixty players placed in classes as handicapped, the "first ten" is still recognized as the highest goal, and the tenth place is esteemed far more highly than the eleventh.

It is interesting to note the changes in the personnel of this upper class during the last five years. In 1891 it was constituted as follows: 1. Campbell; 2. Hobart; 3. Huntington; 4. Hovey; 5. E. L. Hall; 6. V. G. Hall; 7. P. S. Sears; 8. S. T. Chase; 9. Lee; 10. Smith. Three of these men had not been ranked before.

Eighteen hundred and ninety-two was distinctly a new player's year: 1. Campbell; 2. E. L. Hall; 3. Knapp; 4. Hobart; 5. Hovey; 6. Larned; 7. Chase; 8. Wrenn; 9. Stevens; 10. Hubbard. Six of these names are new, and three of them—Larned, Chase and Wrenn—were rising stars of such magnitude that they have all been included in the first five of the three following years.

The 1893 list was as follows: 1. Wrenn; 2. Hobart; 3. Hovey; 4. Chase; 5. Larned; 6. E. L. Hall; 7. Stevens; 8. Foote; 9. Howland; 10. Budlong. Of these the last three were strangers, but only one of them—Howland—has ever been able to gain a much higher position.

In 1894 E. L. Hall and Budlong were superseded by Goodbody and Parker, the others simply changing about. The list stands: 1. Wrenn; 2. Larned; 3. Goodbody; 4. Hovey; 5. Chase; 6. Hobart; 7. Stevens; 8. Budlong; 9. Foote; 10. Parker. As Goodbody is an Irishman, only one of our own players won his spurs.

Again, in 1895, only one man—Neel—is a newcomer, '94's accession—Parker—making way for him. 1. Hovey; 2. Larned; 3. Chase; 4. Howland; 5. Wrenn; 6. Neel; 7. Hobart; 8. Stevens; 9. Foote; 10. Budlong. Six of the 1892 and nine of the 1893 list still remain, showing a remarkably stagnant state of affairs, only two players—Howland and Neel—having attained high positions since 1892.

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play any more in singles. He will hardly be ranked on his two defeats. Budlong really did not deserve the tenth place last year, and it is doubtful if he can hold it again. One or two others may also be shoved aside, and the 1896 list will probably contain at least five and perhaps more new names. E. P. Fischer, G. L. Wrenn, M. D. Whitman, L. E. Ware, J. Terry, J. F. Talmage, Jr., W. M. Scudder, J. P. Paret, G. P. Sheldon, Jr., and G. H. Miles are among the most promising of the rising generation, the first three having shown close to championship form.

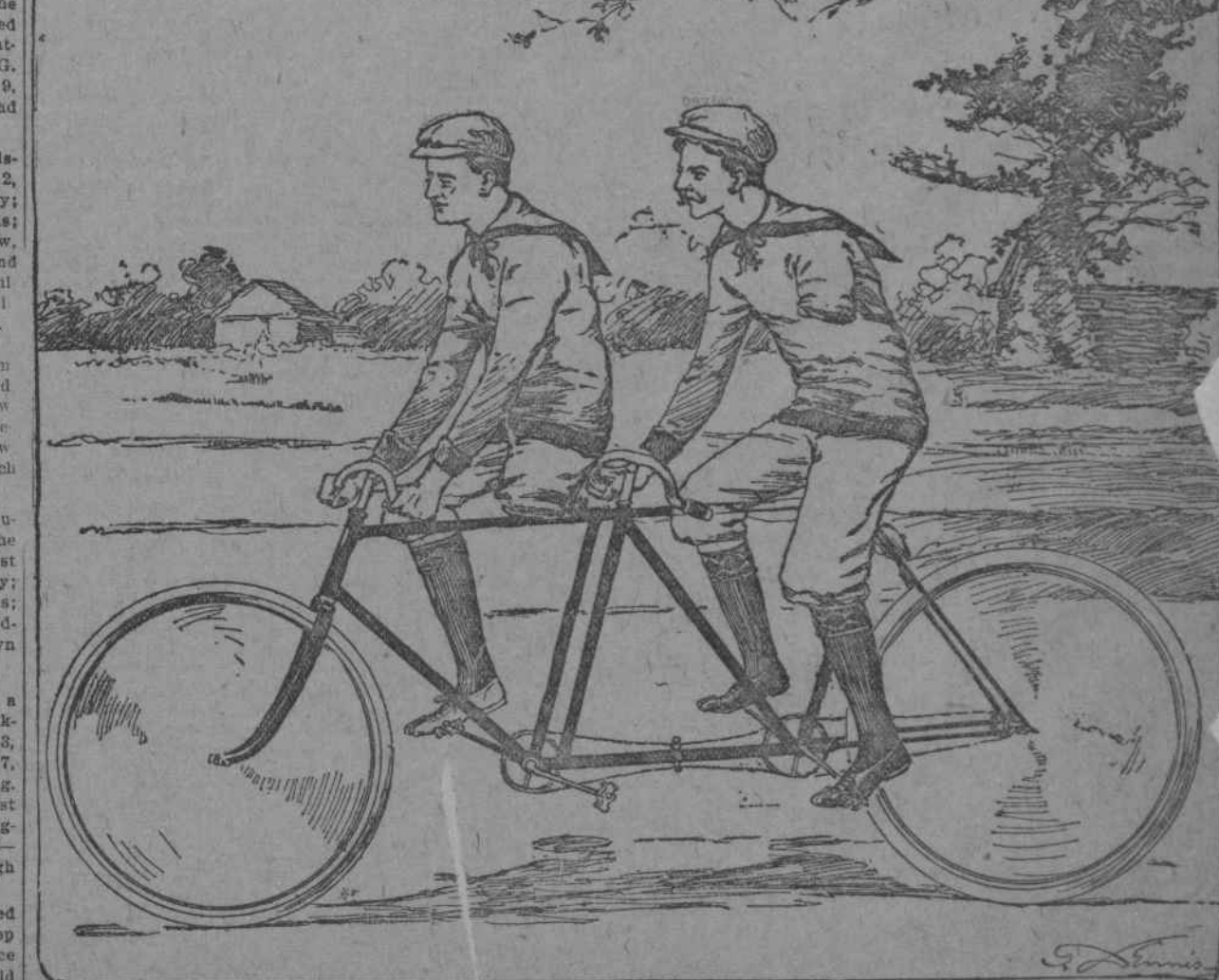
The Tuxedo tournament was remarkable

for the number of new faces among the contestants and the high average of play exhibited, when the fact is taken into consideration that not one of last year's first ten was among the entries. Ware and Scudder, who have played together for several seasons, won the doubles with considerable ease, showing excellent team work and good generosity. They do not use sufficient pace as yet, but they are accurate and steady, and bid fair to make a star pair. The West Point lieutenants, Bethel and Davis, who have improved wonderfully this year, particularly in doubles, were able to score one set against them.

Still more to the West Pointers' credit, perhaps, was their victory over Fischer and Davidson, who were picked by many for winners.

Whitman led in the first set at 5-4, and if he had won it the result of the match might easily have been changed. He did take the third set, and appeared fresher at the end than Fischer. The latter appeared to me to be very slightly the stronger player, while Whitman's form is decidedly the better. The score of the match was 7-5, 8-6, 4-6, 6-4.

CLARENCE HOBART.



A Queer Tandem Team Frequently Seen in Prospect Park. This tandem team is often seen in Prospect Park, Brooklyn, and on the Coney Island cycle path. Although ridden by a man and a half, so far as the usual complement of limbs is concerned, there are few single riders who would care for a better pacemaker.